

Saturday 19 Nov

CPYRGHT



**STUDY RESCUE EQUIP**—Before beginning the grim and perilous task of recovering the bodies of 14 persons who perished in an Air Force plane crash on Mt. Charleston, sheriffs' possemen and Air Force paramedics studied a map of the mountain range. Shown, from left, are Oscar Brown, mounted posse; Deputy Walter Butt, Ray Gulcher, mounted posse; Volly Pollock, commander Jeep posse; A/c Gordon Bailey and S/Sgt. Walter Adkins, both aramedics from March Field, and Murrell C. Earl, mounted posse. (SUNfoto)

## Begin Treacherous Climb

# Sheriff's Posse Joins Search

## May Take Two Days To Reach Air Crash Scene

Civilian volunteers from the sheriff's office yesterday joined with Air Force rescue units to remove the bodies of 14 persons from the wreckage of a giant C-54 military transport plane which crashed high on treacherous Mt. Charleston.

The tragic task was accepted by 10 members of the sheriff's posse and 10 members of the mounted posse. Officials at Nellis Air Force base estimated that it would take the group two days to reach the wreck, and four more days to remove the bodies from the frozen, windswept peak.

Air Force officials identified the victims of the crash. While not officially listing them as dead, there was little hope that anyone survived. Aboard the crashed plane were:

H. F. Bray, Houston, Tex., a civilian employee of the Air Force.

J. W. Brown, Savannah, Ga., a civilian with the Air Force.

Frederick F. Hanks, Pasadena, Calif., a consultant.

Richard Hruska, Hollywood, Calif., a technician.

Rodney H. Dreimendahl, Hollywood, a technician.

William Marr, Hyattsville, Md., a civilian with the Air Force.

Terrance O'Donnell, New York City, a civilian with the Air Force.

Harold C. Silent, Los Angeles, a consultant.

Edwin J. Urolatis, Brockton, Mass., a civilian with the Air Force.

The crew was made up of the following men:

First Lt. George F. Pappas, next of kin, wife, Mrs. Bessie J. Pappas, 214 Storywood drive, San Antonio, Texas.

Second Lt. Paul E. Winham, next of kin, wife, Mrs. Rena Winham, La Gloria Trailer Court, Frisco City Road, San Antonio, Texas.

A2/C Guy R. Fafolas, son of Mrs. Mabel Anderson, Nethel, Utah.

S/Sgt. Clayton Farris, husband of Mrs. Florence M. Farris, San Antonio, Tex.

S/Sgt. John H. Gaines of Ripley, Tenn., husband of Mrs. Wilma L. Gaines, Mary Esther, Fla.

An overcast which was probably responsible for the tragedy disappeared yesterday morning and search craft had no difficulty in locating the big Military Air Transport Service plane. It was about 30 feet from the top of the mountain.

Maj. J. E. Manch, base operations officer at Nellis, said that it appeared that the pilot missed clearing the ridge by only 30 feet. He apparently saw

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## See No Sign Of Life at Wreck

The dismal sight of burned bodies still slumped in the ill-fated C-54 which crashed on an inaccessible Mt. Charleston slope yesterday, was reported by SUN Staffer Bud Holmes and Pilot George Gibson.

The two ventured to the treacherous peak yesterday afternoon in a two-seater Super-Cub.

They report they made eight or nine passes about 5 p. m., coming within 50 feet at one time, to see if they could spot any movement about the plane.

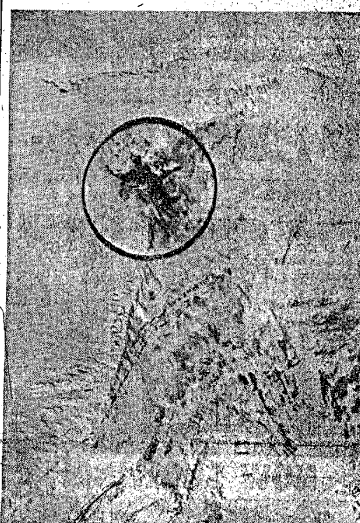
They said they spotted several bodies in a fleeting close-up glimpse of the charred, mangled section of the ship. The tail section seemed to be intact, they said, and they estimated that the C-54 crashed about 100 feet from the top of the 11,500-foot peak.

No sign of any search parties were to be seen anywhere near the wreckage, they said.

Holmes said there were still treacherous downdrafts in the area and an extreme amount of turbulence in the air near the wreckage.

He praised Gibson for his expert manipulation of the craft.

BEING RESULTS



**DOWNED AIRCRAFT**—Dangerous wind currents made it impossible for Air Force personnel to parachute to the crashed C-54, which came to rest on a steep slope on Mt. Charleston peak. The ship, occupied by the crew and a number of AEC technicians, missed clearing the peak by only 30 feet.



**CRASH SCENE**—Aerial view shows how the ill-fated Air Force C-54 was only 30 feet short of clearing the icy Mt. Charleston peak. The plane, with 14 aboard, slammed into the slope at an elevation of 11,500 feet. The high point, to the right, is 11,900 feet. It may take Air Force search and rescue men and sheriff's possemen two days to reach the scene. (USAF Photo by A/2e Donald Rocker)

## Flaming Seattle Crash Claims 27 Passengers

**SEATTLE**—A fiery midnight crash of a faltering airliner, chartered by soldiers to speed them homeward from the Far East, killed 27 passengers in a residential area here early yesterday.

Sixty-four persons were aboard the DC-8 as at least one of its four powerful engines sputtered and

it stalled after taking off from Boeing Field. Forty soldiers were taken to hospitals with injuries. Nineteen were released by judges, a woman and three children escaped with only bruises.

Five of the soldiers were reported in critical condition.

Every person aboard the plane was injured to some degree, al

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Air Crash

(Continued from Page 1)

the mountain and it was probably that it probably stalled.

The craft was almost intact. One of the four motors was torn off and the fuselage was black from flames, but it was not scattered all over the mountain. There was no sign of life.

Although the craft was loaded with technicians who were bound for the Nevada Test Site, Air Force headquarters in Washington, D.C., said that there was no secrecy involved in the handling of the details of the incident. However, Air Policemen on Mt. Charleston threatened to kill a Sun photographer who drove up the mountain in an attempt to take pictures of the disaster. He was forced to turn back by airmen at a roadblock even though the wreckage was invisible from the road and it was a two-day hike from the lodge.

An attempt was made early yesterday to drop a paramedic to the scene from the air, but the wind was too strong. Gusts also made it too dangerous to attempt to reach the location with a helicopter. A ground crew of seven men left shortly after midnight yesterday morning to reach the scene on foot. They were equipped with arctic gear and a rescue truck from March Air Force base, Calif.

Temperatures at the site were estimated at zero degrees.

The men were en route to Groom Lake, Nev., a small, super secret, joint Air Force-Atomic Energy Commission installation 50 miles north of Camp Mercury.

Joe Sanders, head of the AEC field office in Las Vegas, said that none of the men were destined for Mercury. That leaves only the satellite base on the 700-square mile AEC area as their destination. An AEC spokesman said that the dry bed of Groom Lake could easily land the four-engine plane. Work at this installation is being carried on separately from the AEC's Mercury installation under contract to the Reynolds Electric company.

First suspicion that the plane had crashed Thursday was the pilot's failure to establish radio contact at Indian Springs Air Force base. Search planes along the route from Burbank, Calif., immediately scoured the area until late in the afternoon when a Nellis pilot spotted the wreckage through a "hole" in the overcast.

Sheriff W. E. Leyboldt outlined plans for cooperation with the military in getting the bodies out of the wreckage and down the precipitous mountain side.

"We have set up a base at the Nellis Air Base rest camp," the sheriff said. "At 6 a.m. Saturday morning we will divide our jeep posse and mounted posse members into three crews of about 10 men each and set up a relay team to get the bodies out."

The sheriff said that toboggans will be used to get the bodies part way down the snow covered peak. Jeeps, trucks and horses will be used in the operation and the bodies will probably be packed out most of the way by horseback, he said.

The sheriff released a partial list of the names of local residents who will participate in the rescue. Mounted Posse members include: Eddie Williams, Mardell Earl, Oscar Bryan, Merle Frehner, Ray Guser, Sr., Gallon Hilde, Earl Carlyle. Jeep Posse members are: R. D. Pollock, Mel Scholl, Vernon Bosserman, Jack Eastep, George Dyke, and Bill Hurlitz.

The men will be equipped with snow shoes and warm clothing. It is planned to drop food to the men from planes, with hay being dropped for the horses.

The parties will be in constant contact with Nellis rescue planes through the medium of KC-4 radio units.

The sheriff has been instructed by military authorities that the civilian rescue squads are not to approach the plane before military units have arrived on the scene.

Leyboldt said that his office was not officially notified of the crash until yesterday at 11:30 a.m. although the plane had crashed the previous day. His only comment was:

"Our only interest is to help. If they don't want to notify us that's their business."

Leyboldt said that the sher-

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M.O.I.

(AP) -- V.

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"Somebody just

modeling clay," came in.

in a high-pitched voice.

complainant's age was listed.

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iff's office appreciates offers of

assistance from local residents.

He named George Martin of the

local ski club as one who offer-

ed help. Many others also have

called to volunteer their serv-

ices.

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